

JUNE 2018

The National *Falcon* News

MONTHLY MAGAZINE OF THE FALCON CLUB OF AMERICA



1964 Falcon
John Munson
Elk Grove, California

ON THE COVER

1964 "Mellow Yellow" Falcon owned by John Munson (FCA #16183) of Elk Grove, California

When he was 14, John Munson fell in love with a 1964 Ford Falcon. After a summer of lawn mowing and long distance drooling at his love that sat neglected in someone's driveway, Munson pestered the owner into selling the car to him for \$400.

In 1984, after three transmissions and countless girlfriends, the inseparable duo inducted a new permanent member—the girl that would not only stand by Munson, but also by the Falcon through breakdowns, car photos in the wallet in front of her own, and military separation.

In 1988 after nine glorious years together, the Falcon was reluctantly sold. Then, after 22 years apart, the car called Mellow Yellow was reunited with John and restored to its full glory with a fresh coat of paint. She has since given many rides to the ice cream shop with Munson's favorite girl in the passenger seat, reminiscent of his summers as a teenager. Read this story on page 16.



FROM THE EDITOR

Do you and your Falcon have a story to tell? Do you have a cover-worthy photo of your Falcon? The rest of the Falcon family would love to see it read about it. Cover photos need to be high resolution digital photo, 300 dpi and 8 x 10 inches. Do you have any old Falcon articles, related clippings, or old family photos of a Falcon and your family you could share with our readers? Send your photos or articles to the Editor by email or mail us a CD or DVD to the addresses at the bottom of the page. If you have questions, send them to me in an email.

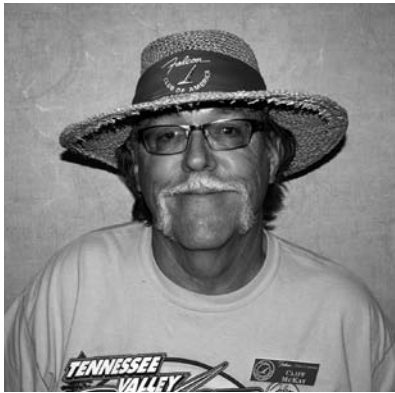
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The
National *Falcon* News
 THE MONTHLY MAGAZINE OF THE FALCON CLUB OF AMERICA

THE FALCON CLUB OF AMERICA, INC. is a non-profit organization dedicated to preserving the Falcon automobile built by the Ford Motor Company from 1960 to 1970. The FCA was founded by Roy Sword in 1979 and is incorporated under Arkansas state law. Yearly dues to The Falcon Club of America are \$30. (\$35 for Western Hemisphere, \$45 for international members offshore, payable in U.S. funds) and are payable to: The Falcon Club of America, P.O. Box 113, Jacksonville, AR 72078-0113. The National Falcon News is published monthly with information submitted by members. All copy and advertising for *The National Falcon News* should be emailed to fca.editor@yahoo.com or mailed to Editor Janet Wilkerson, 22806 Bradford Ln. Ct., Blue Springs, MO 64015.

PRESIDENT'S MESSAGE



Cliff McKay
FCA President

“Invite folks to join in some of your local events with our great Ford cars, trucks and vans. Good fellowship is unbeatable and a great means of recruiting, too.”

For many of us spring arrived a little late this year because of some late winter snows. Now we're finally heading into summer. It's time to finally take advantage of these nice extended daylight hours and much warmer temperatures and get out and play with our great Falcons. Many chapters have already done multiple local car shows too. Our infamous Falcons are again flying to the beaches, through our parks, and down our boulevards. Now is when all those winter months sprucing up your Falcons really pays off at local shows. Shine on!

Since summer is upon us, it's the best time for our local chapters to actively soar around their local areas and be on the lookout for new Falcons and prospective new members. Invite folks to join in some of your local events with our great Ford cars, trucks and vans. Good fellowship is unbeatable and a great means of recruiting, too. Don't forget to hand out some of your FCA business cards, tell them about our website, or even pass along older copies of our FCA magazines. Check with your local FCA members for any extra copies which might be donated for this purpose.

Just a quick note about our electronic age. Please keep in mind when communicating electronically that just because you send it doesn't always insure it gets to everyone you sent it to. Also, keep in mind that all our officers try to handle and respond to messages in a timely manner, but they are all volunteers or only part time paid help. It may take a little while before you get a response.

For those Falcons migrating to this summer's Wichita Nationals please be careful and stay safe. I do recommend group traveling in caravans to National or Regional events as it can be lots of fun and builds a true sense of family between FCA members.

Time is running short for you to get us your registration for the Wichita National Meet. Don't delay one more day to send it in if you planning to attend. At the Meet we hold our annual Business Meeting where we will elect new officers: President (one year term), Vice President (one year term), and a Board Member (five year term). We also are in search of a new Recording Secretary as Misty Sigler has asked to be replaced. If interested in any of these positions ask me or any current officer for more information on these jobs.

Hopefully our Keystone Chapter had great weather and a good turnout for their 19th Regional in May. Also this month is the first regional by the Ohio Valley Chapter in Dayton, Ohio, which we wish them luck with. Thanks for all the time and effort to get these events done!

Take care and remember that each day is definitely a "gift from above." *May God Bless Us, One & All!* Hope you've had a beautiful spring and are enjoying a good transition into the summer of 2018. Enjoy flyin' those birds safely down our highways again this year.

—Cliff McKay (FCA #7987)
Peck, Kansas

WHAT'S UP ON SOCIAL MEDIA?

The Beef State Chapter had a great turnout at their second meeting at the Wooden Windmill in Fremont, Nebraska.



These Falcons from the Central California Falcon Club took part in the BCCC Supercruise in Bakersfield, California.



Sonoma County Falcons for Fun joined the Monterey Bay Falcon Club for a morning cruise and seeing some great Santa Cruz sites and then for breakfast on the Wharf.



This photo of this Falcon at Beech Bend Park in Bowling Green, Kentucky was posted on the Hoosier Falcon Club Facebook page.



Ohio Valley Chapter welcomed new member Chris Nau and his 1963 Futura convertible.



Mid America Chapter enjoyed a beautiful spring day at their meeting and picnic at Wyandotte Lake Park in Kansas City, Kansas.



Todd Gaudin posted a few of their local Falcons on the Third Coast Chapter Facebook page.



(Continued on page 6)

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Falcon Club of America's Facebook Page

"Cleanings dad's (Roy Sword) office and I finally found it—in a drawer. I knew he had it somewhere. This is the newspaper they interviewed him for when he decided he wanted to start the Falcon Club."

—Mark Sword



Roy Sword

Falcon owners want club

Several Ford Falcon owners in the central Arkansas area are trying to form a club for persons intrested in restoring and keeping the Ford Falcon car.

It has been 10 years since a Falcon was built and they are now diminishing very fast as they are wrecked or being junked.

The purpose of the Falcon Club is to exchange ideas on how to restore the automobile and where the best place is to get the parts.

Some owners are getting together August 19 at Dupree Park to discuss the possible formation of a club. The meeting will be from 10 a.m.-5 p.m. with a business meeting at 2 p.m. to discuss the formation of the club and what the ground rules will be.

For more information on the club contact Roy Sword at 988-1596.

WHAT'S UP ON SOCIAL MEDIA?

Continued from page 5

From Sonoma Falcons for Fun Facebook

The Wood-Larkin Goldigger was one of three B/FX Falcons build in 1965 with support from Ford of Canada, and was one of only seven built with the 271/289 HiPo engine package. It's interesting that each of the B/FX cars had a different style of fiberglass hood. Seen here is the Goldigger's with a single large opening. Don Havers's "Mr 289" had twin openings similar to the lightweight Comets and the Wild Child had the classic Ford teardrop. The Goldigger is still unaccounted for, hopefully a great barn find for someone.



Did you see these FCA Twitter pics?



CALENDAR OF EVENTS

To be included in our Calendar of Events and listed on our website, be sure and send your upcoming FCA event information to both fca.editor@yahoo.com and admin@falconclub.com.

JUNE 1-2, 2018
OHIO VALLEY REGIONAL • DAYTON, OHIO
Hosted by Ohio Valley Chapter

JULY 18-21, 2018
FCA NATIONAL MEET • WICHITA, KANSAS
Hosted by Wheat State Chapter; Use form on wrap to register.

AUGUST 17-18, 2018
NORTHEAST 20TH ANNUAL REGIONAL • WARWICK, RI
Hosted by Northeast Chapter; Use form on wrap to register.

AUGUST 31-SEPTEMBER 1, 2018
CAROLINAS REGIONAL • KANNAPOLIS, N. CAROLINA
Hosted by Carolinas Chapter

JULY 2019
FCA NATIONAL MEET • WINTER PARK, COLORADO
Hosted by Mile Hi Chapter

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Falcon Console Spotter's Guide

First introduced in mid-1961 model year, the Futura styling package was Ford's response to the new sportier Chevrolet Corvair Monza. The Futura package featured attractive exterior ornamentation and new deluxe interior trim with bucket seats and floor console. The Falcon console situated between the bucket seats provided an "elegant way to conceal your personal effects." There are two styles of consoles that were manufactured; one style for the years 1961-63 and another for 1964-65. During the course of this article we will attempt to look at each and it's variations for year and body style applications.

1961-63 AND 1964-65 INTERIOR WITH CONSOLE COMPARISON



1962 Futura Interior with Console

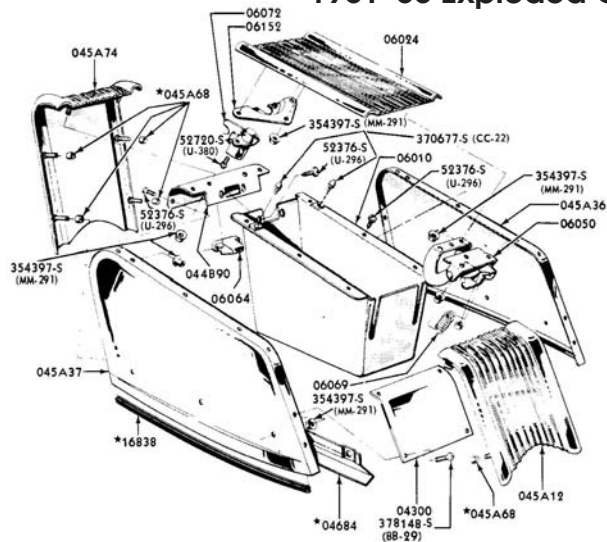


1964 Futura Interior with Console

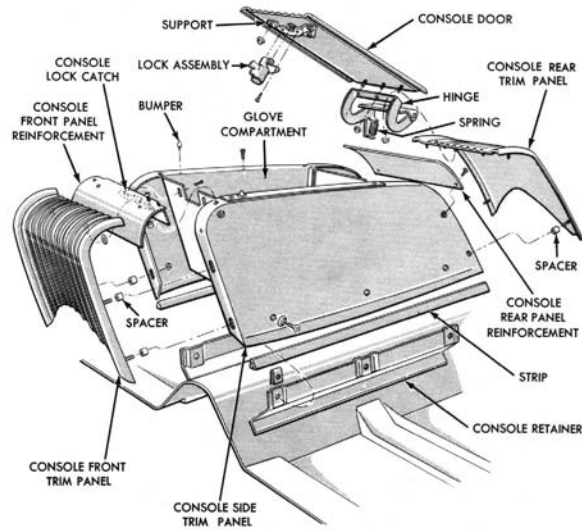
Round Body Console: 1961-1963

As stated previously first manufactured in 1961, the console was provided when bucket seats were ordered on select body types of sedans, wagons, hardtops, and convertibles. These consoles have an all metal body and metal trim. A console lock, similar to the glove box lock was a dealer available option.

1961-63 Exploded Console Installation Illustrations



Courtesy of the 1960-64 Ford Car Parts and Accessories Catalog



Courtesy of the 1963 Falcon Shop Manual Supplement

There are few differences between the standard console of 1961–62 and the 1963 variant. The paint between ribs is black on 1961–62 as opposed to argent on the 1963. In 1963 the front and rear trim have bordered edges. Additionally, the lock assembly button has a border ring around the lock button. Lastly, in 1963 the compartment liner is black as opposed to white in earlier years. The standard console images following are indicative of the 1961–62 type at left and the 1963 variant at right:

1961–62 AND 1963 STANDARD CONSOLE COMPARISONS



1961–62 Standard Console



1963 Standard Console

In 1963 a rear ashtray was provided in the console for the four door Squire Wagons only (Body type 71D). The ashtray was provided because when bucket seats were installed in lieu of bench the rear ashtray normally provided in the back of the seat was displaced. This variant is exceedingly rare considering the low production number.



1963 Squire Console with rear ash tray



1961–63 Standard Console Screw Grommets

—Continued on page 12

Canadian Cousins

familiar body shells receive distinctive accents



METEOR (left) is the Canadian version of U.S. Ford. Body shell and chassis are all the same; trim and grille offer difference.



MONARCH (right) is the Mercury-based top-of-the-line car up North. It is offered in all the body styles available in the Mercury.



FRONTENAC (left) is the newest Canadian offering. It resembles the Falcon closely with exception of a most distinctive grille.

north of the border

Ford of Canada annually unveils its distinctive variations on the U.S. Ford body shells. Basically the same cars that roll out of Dearborn, these north-of-the-border versions are watched primarily for new ideas in trim and grilles. Last year only one Canadian Ford car, the Meteor, was offered. In 1960 it is joined by two others, one a returning marque and the other an all-new compact.

The Canadian Compact bears the distinctive title Frontenac. To the now familiar Falcon body shell it has added its own split grille, large hubcaps and a greater amount of chrome trim. Power is supplied by the standard Falcon 90-hp six. It has been made available so far in two-door and four-door sedan models. It is to be expected that the new Falcon station wagon will undergo the same Good Neighbor facelift soon.

The Mercury-based Monarch line rejoins the Canadian car parade after a year's retirement in 1959. At that time it was speculated that this particular car had been dropped in order to make more of a market up North for the struggling Edsel. With the demise of that ill-fated name, the Monarch has been given the go sign again as Ford of Canada's top-of-the-line car. Here again is a case where grille treatment offers the main personality difference. The Monarch is offered in eight versions within three series.

The most familiar product of the Canadian company is the Ford-inspired Meteor. In 1960 it naturally has undergone the same drastic styling changes that mark the U.S. Ford, but may well prefer its very different grille and flashier chrome trim. Beneath the skin, its 119-inch wheelbase is reported to have improved its riding qualities.

Among the most interested viewers of the Canadian Fords here in the U.S. are the customizing enthusiasts. Certainly any factory-made grille or trim that will fit a stock car without alteration is a boon to their art. Unfortunately these components are not easy to come by. Parts cannot be purchased in the States. The only method of obtaining them is by a personal trip across the border to a Meteor-Monarch-Frontenac dealer.

—*Motor Life*, March 1960

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Falcon Console Spotter's Guide —Continued from page 9

In addition to the changes in 1963, modifications were required to accommodate the convertible specific interior additional bracing. Overall the standard console is taller than that of the convertible version. Installed, however the console is at approximately same level. Additionally, the front is arched and sides have a straight bottom edge. Rear trim is same for both. The console's compartment (liner) is specific to the standard or convertible (which is shallow). The following images highlight the major differences:

1963 STANDARD AND CONVERTIBLE CONSOLE COMPARISONS

1963 Standard Console



Front

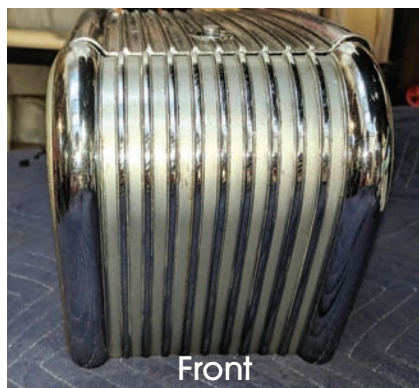


Left Side



Rear

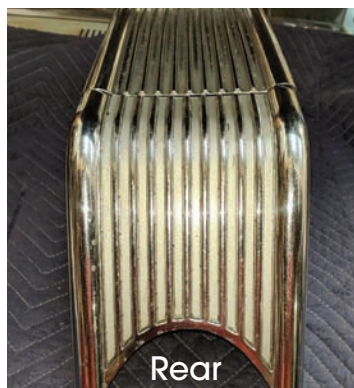
1963 Convertible Console



Front



Left Side

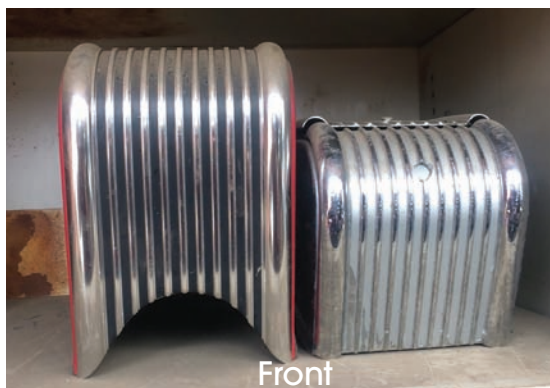


Rear

1961-62 STANDARD AND 1963 CONVERTIBLE CONSOLE COMPARISONS



1961-62 Standard Consoles
In Front: 1963 Convertible Console



Left: Standard Console
Right: 1963 Convertible Console—Front

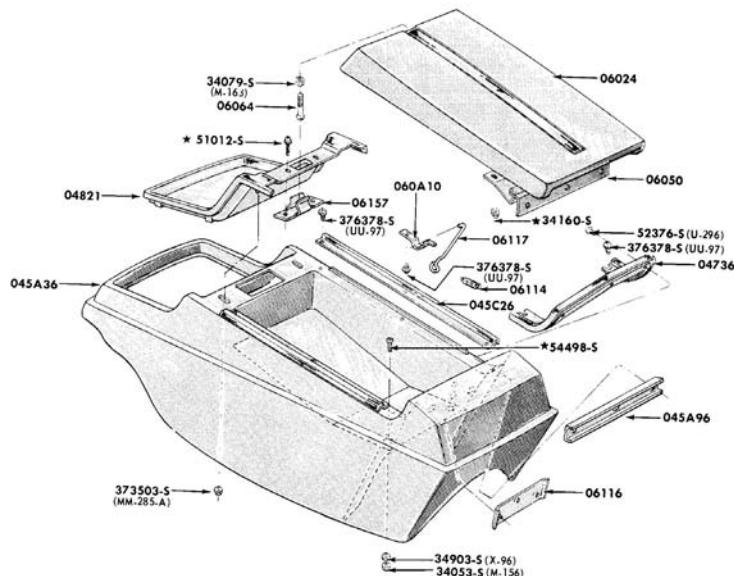


Left: Standard Console
Right: 1963 Convertible Console—Rear

Square Body Console: 1964–1965

Redesign of the Falcon console occurred in 1964. It was used in both the 1964 and 1965 model years unchanged. The body of the console was now a molded plastic body with metal trim. The console lock was no longer available. In 1965 only bucket seats were available without this console. The Mercury Comet used a variant of the Falcon console with a different lid as seen following in figure 8b of the 1964 Falcon Shop Manual.

1964–65 EXPLODED CONSOLE INSTALLATION ILLUSTRATIONS



Courtesy of the 1965-72 Ford Car Parts and Accessories Catalog

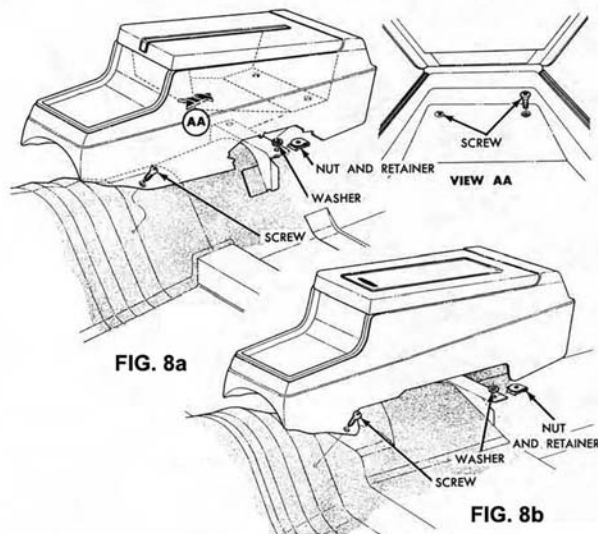


FIG. 8—Console Assembly

Courtesy of the 1964 Falcon Shop Manual

There are only two variations of this console: Convertible and Non-Convertible. While the overall location of the console is roughly the same location the rear mounting bracket is different for each. The convertible console body was “trimmed” to contour around the convertible specific interior additional bracing, as you can see in the images that follow:

1964–65 STANDARD AND CONVERTIBLE CONSOLE COMPARISONS



1964–65 Standard Console with Comet lid



1964–65 Convertible Console

This model console was also available in the bucket seat option of the 1965-66 Ford F-100 Ranger pickups. Unfortunately, for the 1966 model year the Falcon console was discontinued and was not to be available again when the Ford Falcon became discontinued in North America during the late 1970 model year.

While often replaced for a modern aftermarket version, the console is an elegant accessory to any Falcon; whether you prefer originality or a place to simply put your things. The hope is you now know the difference.

—Wally Tirado (FCA #7007)
Plano, Texas

FALCONS FOR SALE



Wonderful late 1962 Futura with the Thunderbird roof. Fascinating history—one owner from 1964 to 2001. 170 six, automatic, radio and heater and back up lights, light tan in color. Smooth, solid, quiet and right as can be. 99,000 miles, uses no oil, we regularly take it on 600 mile round trips. Other pictures available. \$9,995. Robert Ulrich, 7392 Hollyhock Lane, Manitou Beach, MI, 517-605-2148. MI. 180504



1963 Sprint convertible, red with black top, 302 V8, C4, auto. Stored in climate controlled garage, drives well, runs good. Has newer radiator, shroud, gas tank, exhaust, battery, front disc brakes, rear brakes and cylinders and more. Needs very little. Harry at southernwoodcraft@gmail.com, 770-533-1321, \$19,000. GA. 180624



1963½ Ford Falcon Futura convertible, restored inside and out to factory specs. Corinthian white with red interior and black rag top, bucket seats, original rebuilt six cylinder and four speed on floor (rare combo). Runs and drives great. \$27,000. Call Doug, 573-380-1880. MO. 180508



1963½ Futura convertible for \$20,000. 77,500 low original miles. The rebuilt 200 CID engine with three-speed automatic runs well. We drive the car about once a month, but it spends most of its time in a garage which keeps the body in excellent condition. The interior, which is original in appearance, remains in good condition. Front passengers enjoy bucket seats. The body is red and white. Additional photos via email jisage@sbcglobal.net. The convertible top is in excellent condition. Special features include dual exhaust and continental kit. The car has won trophies in the daily driver category. Contact Jane at jisage@sbcglobal.net or 916-489-4933. CA. 180506

1965 Futura Convertible, 200/C-4, older restoration, but looks good; Rangoon Red paint, with black interior, lots of recent mechanical work and great cruiser; \$12,995. 1965 Ranchero, 302/three-speed; great body, needs driver's floor, good running 302 included, \$3,500. 1964 Futura convertible, 200/C-4, good runner, mechanically sound, Guardsman Blue, looks good with new driver quality paint, needs interior, \$9,995; 1964 Futura Hardtop, 260/three-speed, but we have a T-10 or Toploader for it, with the blank column, mount and floor cover; needs total restoration, but will look great with OEM red paint and black interior; price with transmission conversion: \$3,995. 1963 four-door Deluxe, 170/three-speed, OEM A/C, runs good, but has been sitting, floor rust, but complete, \$1,995. Call or email Lenny Kellogg at Kellogg's Garage: lenkellogg@lpbroadband.net or 970-593-1964. CO 180620

1965 Sprint, \$2,500; 1965 Futura hardtop, \$800; 1965 Futura convertible, four speed, \$1,500; 1964 Futura hardtop, bare body in primer on rolling chassis, including many interior and exterior parts, \$6,400; 1964 Futura convertible, \$1,000. 1964 Sprint 289 V8 with headers and floor shifter, bucket seats, \$2500; 1964 Futura hardtop with Comet dash and 302 V8, three speed, \$2500; 1963 Deluxe Station Wagon, \$1,500; 1960 two-door Comet, \$500. JL Branson, 4097, Hwy T, Marthasville, MO 63357, 636-228-4501 or jlwbranson@mail.win.org. 180520

FALCONS WANTED

Looking for a 1963 Super Deluxe Squire Wagon, body number 71D, in good driving condition. The ideal car would have a V8 and manual transmission. Call or email John at 408-628-7397 or jlissandrello@msn.com. CA. 180511

PARTS FOR SALE

Parting '60-'65 Falcons. Good sheet metal, lots of trim, mechanical parts, etc. Steve, 360-430-0143. WA. 180618

1963 Falcon Futura parts: Original chromed ribbed console with gray vinyl sides for 1963 Falcon Futura. Very good condition inside and out. \$250. Pictures upon request. New Walbro electric fuel pump, Ff30000271-27017 1, 12amp fuse required. \$75. William Porter, 772-349-8898. FL. 180507.

1963 Falcon Futura convertible parts: door and windshield chrome, glove box, emergency brake cable and handle. Front fender spears, hood scoop, front fenders, hood, trunk lid, bumpers, 170 engine, two-speed transmissions, starters, generators, miscellaneous chrome pieces, padded dash, radio, electrical, gauges, cables, etc. Selling as a lot. Make me an offer. Oliver Jergensen, 360-631-8213. WA. 180516

1964 C4 five-bolt bellhousing 289 block standard bore with .003 taper, Magnafluxed and "baked," \$400. 1965 289 ready to run C5AE block .040 over, flat-top pistons, parallel decked .012 deck height, Erson 351 cam, GT40 heads, Scorpion roller rockers with front cover, pan, oil pump, dampener. \$2,500. Contact Mike at msgarrett35@Reagan.com or 301-803-0433. MD. 180619

1960 NOS Falcon grille, \$199. 1964 NOS Falcon grilles and headlight assembly, \$1,499. 1964 NOS headlight assembly, \$300 pair. 1962-63 NOS Falcon cowl top, \$199. 1964 NOS Falcon backup lamp kit, part #C4DZ-15499-B2, \$359. NOS Falcon 1965 backup lamp kit, part #C5DZ-15499-A, hardtop/sedan, \$359. 1965 NOS Falcon backup lamp kit, part #C5DZ-15449-B, Wagon/Rancher, \$399. 1964 NOS Falcon lens, part #C4DZ-13450-A2, \$199. 1964 NOS Falcon lens, no backup, \$125. 1965 NOS Falcon lens, no backup, \$125. NOS Falcon/Comet 170, 200 six cyl. exhaust manifold, \$89. 1963-65 Falcon Sprint California air cleaner with PVC tube on the top, \$399. 1963-65 Falcon/Comet, 14", four lug, chrome slotted wheels with B.F. Goodrich tires, \$950. 1963-65 Falcon bucket seats, black, usable or recover, \$950. 1963-65 Falcon/Comet four-speed shifter with knob, \$199. 1963-65 Falcon/Comet top loader shifter box with linkage, \$450. 1965 NOS Falcon Ranchero/Wagon gas cap, \$179. 1963-65 Falcon/Comet six cyl. valve cover, black or red powder

coated, \$125. 1963 Falcon Sprint intake, carb, air cleaner with filter, valve covers, \$499. 1963 Falcon spears, \$100. 1963 Falcon hood scoop, new chrome, \$145. 1963 Ford FE, 3x2 setup, intake, carbs, lineage, air cleaner, NOS air filter, fuel log, \$1,400. More NOS, used and Scott Drake reproduction parts available. Call Vic Falcone, 518-355-7756 or vfalcon64@aol.com. NY. 180522

Original 1963 Sprint chrome air cleaner, fair condition, \$150. C20Z-13A821-A contact brushes, four pieces, \$30. C60Z-14413-A glove box lamp switch, fits many models including 1966-69 Falcon, \$75. C60Z-18578-A heater switch, fits 1966-67 Fairlane and Ranchero without factory air, \$75. C60-17A511-A wiper motor switch cover, fits many models including 1966-70 Ranchero, \$60. D00Z-18567-A heater switch fits 1970-71 Torino, \$85. All parts NOS, except for air cleaner. All prices plus shipping and insurance. John Simone, 413-336-5307, Easthampton, MA. 180625

Heidts coil over, disc brake, and rack and pinion front suspension, originally for a 1965-66 Mustang and currently welded to short pieces of front frame rail for a 1965-66 Mustang. Heidts four-link rear suspension, Heidts frame connectors and cross brace. Also have an Ididit chrome steering column that was intended for the same Mustang project. I had planned to use all on my 1965 Ranchero and test fit seem to work but might need some modifications, but have sold the Ranchero, I never installed any of it on the Ranchero so not sure of fit. \$1,500. Need to pick up. Jim, 573-864-3153. MO. 180505

1960-63 Falcon/Comet dog dish hubcaps, \$20 each. 1964 260-289 distributor, \$25. 1965 four blade fan, NOS, C5AZ 8600, \$25. 1965 V8 bellhousing, #C5DA 6394, \$75. 1970 351 W heads big valves, \$75. 1976-79 Granada four speed with O.D., \$150. Roger Kosecki, 989-753-2686. 00MI. 180527

1967 289 4V set up: intake cast #C6OE-9425, date 6J19; carburetor cast #C7F M, series 4300, venture 1.00, \$350. Used leaf springs out of a 1964 Falcon sedan: cast #C4DA-5556-A GI-3K \$200.00 C4 B & M "breakaway" torque converter, \$300. 1965 289 Hi Po aluminum water pump: cast # C5AE-8505D, \$400. 1965 289: crankshaft, \$150; four connecting rods cast #C3AE \$50; valve covers, \$60. 1966 289 heads cast #C6OE, date codes 5F10 and 5H17, \$200. 1965-1966 two-bl set up: intake cast #C6OE-9425-A, date 5E4; carb cast #C5ZF B; pvc system, thermostat housing, carb spacer, fittings, engine tag etc., \$250. 1967 289 heads: cast #C6AE, dates 7D18 and 7E2, \$200. 347 stroker kit, \$1,200. 1995 351W heads, cast #E7TE, dates 5B15 and 5B17, one pair, \$150. 1968-70 428 CJ parts and 429 CJ parts. Keith Litteken, 314-480-2556 or kslitteken@aol.com. MO. 180612

—Continued on page 18



A BOY AND HIS CAR

By Kelly Rathburn

When he was 14, John Munson fell in love. She was slender, understated, and blonde. She was a 1964 Ford Falcon.

After a summer of lawn mowing and long distance drooling at his love that sat neglected in someone's driveway, Munson took action. Armed with love-struck determination, he was unrelenting in his pursuit and eventually pestered the owner into selling the car to him for \$400.

With the help of his friends and some middle-of-the-night anonymous donors, Munson disassembled and rebuilt his Falcon with a used engine pulled from a classmate's old Cougar—but preserved the factory paint color that would make her known as Mellow Yellow.

For the next eight years, the Falcon became a local legend. From his shifts at Kentucky Fried Chicken, Munson would hop in his dream car and head to El Centro Road to prove himself on the barren road used



as the local track. Inevitably, each attempt would end in a match against the fastest car in Sacramento—a white, 1955 Chevy Highboy—which the Falcon never was able to defeat.

In 1984, after three transmissions and countless girlfriends, the inseparable duo inducted a new permanent member—the girl that would not only stand by Munson but also by the Falcon through breakdowns, through finding car photos placed in the wallet in front of her own photo, and through military separation. Finally, in 1988, after nine glorious years together, the Falcon was reluctantly sold by Munson to alleviate financial burdens. As she disappeared down the road with her new owner, she took with her a big piece of Munson's heart.



John and his wife Christine at their first show after the car's restoration.

Through years of military service, including a tour in Iraq, and building a life with the girl that never complained when she had to push the Falcon down the road, Munson attempted to fill the void left by his first love with motorcycles, dirt bikes, and even by purchasing his own 1955 Chevy. Yet nothing was able to produce the same senses of freedom and joy that would seemingly only survive in his nostalgia.

As if the universe could not bare the heartache any longer, rumors of Mellow Yellow being for sale arrived on Munson's doorstep. They immediately met—Munson and the man that had taken his car, his love 22 years ago. It was like magic. The car had never been touched since the last day they saw each other. Paint was wearing off in each corner that the car cover had been resting on for decades, but the hole in the driver's seat that had been worn through by Munson's back pocket comb was still there. The cover was dusty, but the bench seat was still slick from the Armor All that Munson had applied that would cause girls to slide to his side on a right turn. Even Munson's high school graduation tassel remained in the ash tray, right where he had left it all those years ago.

After the sentimental reunion, the real work began. Munson sold his '55 Chevy and focused solely on his

original love. This time, there was no trial and error. There were no late night "deliveries" of free car parts. No teenagers tinkering. Munson knew exactly what to do and restored everything from the engine to the suspension to the glass in each window. He gave her what he felt she deserved—proper and thorough restoration. Mellow Yellow was returned to her full glory with a fresh coat of paint and has since given many rides to the ice cream shop with Munson's favorite girl in the passenger seat, reminiscent of his summers as a teenager.

—Submitted by John Munson (FCA #16183)
Elk Grove, California

After 22 years, John's high school tassel and his wife's watch were still in the ash tray.



—Continued from page 15

1966-70 Falcon Wagon tailgate cranks with keys, single action gate, good used to NOS, \$165 to \$395. 1966-70 Sport coupe vinyl top trim two pieces, rare, good driver quality, \$125 for the set. Econoline horn buttons, \$35 each, one left; 1964-65 horn buttons, nice chrome, \$25-\$50 each; 1963 taillight lens, one pair with back-ups, Glo-Brite, NORS, \$80 for the pair. NOS parklight lens, pairs, 1960: \$40; 1962-63: clear, \$40, amber, \$25, 1966-67, \$75; 1964 Futura horn rings: driver quality to very nice: \$60-\$175. 1963-64 Sprint horn ring, nice driver quality, \$60; 1964 NOS taillight lens, no backups, \$80 a pair; with back-ups, \$200 per pair. 1970½ Falcon dash cluster complete, \$100, shows 28K miles; 1960-63 Comet dash clusters, one early, one late, very nice chrome, \$195; 1962-63 Futura 13" wheel covers, \$40-\$100 per set; 1962 Futura front fender spears, good driver quality chrome, \$175-\$300 per pair; 1963 mid-model/custom front fender spears, three sets of good-very good driver quality, \$100-\$200 per set. New six-cylinder header set, fits a 1966-70 engine bay, \$395; four bbl manifolds OEM Ford, C6OE, \$125 (2), C4OE \$395. 1964-65 Squire trim: four complete doors, two complete quarter panel trim, one RF fender trim, one excellent steel Squire fender; no tailgate trim, \$495 for all. Three Holley carbs on an Offenhauser intake manifold with linkage and chrome air cleaners, \$750. Body Parts: 1960-70½ doors, fenders, hoods, trunk lids, two 1963-65 hardtop tops. What do you need? We have a 30+ year collection of Falcon and Comet parts; please call/email with your needs. Call or email Lenny Kellogg at Kellogg's Garage: lenkellogg@lpbroadband.net or 970-593-1964 or visit us at www.kelloggsgarage.com. CO. 180620

Parting out four-door Falcon Futura 260, V8, power steering, eight inch rear end, five lug wheels. All chrome, doors with window chrome, hood, trunk lid, gas tank, tail lights, rear window. 35 year collection of parts. Excellent 1965 Mercury Caliente grille. Bob, 806-683-3550. TX. 180523

Don Branson's 35 year collection of good used parts for 1960-69. Hoods, \$75; doors, \$75; grilles, \$150-\$800. Headlight buckets, transmissions, motors, radios, carburetors, interior and exterior chrome; seats, consoles, wheels, aluminum wheels, hubcaps, etc. Will sell the entire lot of parts or a piece at a time. Parts from over 50 cars. JL Branson, 4097 Hwy T, Marthasville, MO 63357, phone 636-228-4501; email jlwbranson@mail.win.org. MO. 180520

Visit Falconclub.com for event information and technical articles.

Use password imFCAiwi! to access tech articles.

PARTS WANTED

WANTED: 289 Hi Po San Jose built four speed radiator, Top tank is stamped:

C4ZE W-MO
G2 2-65

3939-S fuel pump, I am looking for Feb. 1965 date code. My car was built on March 24th 1965 at the San Jose, CA plant. Carburetors for FE engines: part numbers on air horn C8AF-AD, C8OF-AB and C8OF-AA; also D0OF-S for 385 series engine. FE distributors: part numbers on housing C8OF-D, C8OF-F, C8OF-H, C8AF-AD, C7OF-F, C7OF-G, C7OZ-D, C2SF-B; also a distributor with C9ZF-12127-D for 385 series engine. The parts must be in excellent condition either used or NOS. Keith Litteken, 11394 Revere Ln., St. Louis MO. 63128-1416, 314-480-2556 or kslitteken@aol.com. 180612

I am looking for a rebuilt steering box for my 1964 Ranchero. The tag on it is HCA-AP. It has a 1⅞" (1.125) sector shaft. It is a long-steering shaft type and seems to be a "rare one." Bob Smith, paur4s@verizon.net, 412-225-6301. PA. 180506

Need the attaching clips, 10 will do nicely, for the 1963 Falcon dash pad stainless. These attaching clips slid into the narrow stainless trim that holds down the padded dash to the dashboard. Have photos if needed. The clips are 5/16" x 1/2" (head of clip) x 3/4" long. Note: The attaching clips from the 1964-65 Falcons are similar but will not work on the '63s as they are too big. Steve Brown, Roseburg, OR, 541 440-2697, theobrowns@charter.net 180617

One pair of 1963-65 Falcon/Comet 289 HiPo exhaust manifolds, as described in Tech Section of Feb 2000 *The Falcon National News*. Similar to Ford's HiPo manifolds introduced in 1963 for the Fairlane, these Falcon manifolds were specially modified to fit within the narrower Falcon. They were manufactured ca 2000 and distributed through Northwest Classic Falcons. These are NOT the 1965-66 Mustang HiPo manifold reproductions, which will NOT fit. Any source leads appreciated. Chris Parsons, indeoconfidimus@gmail.com. NJ. 180508

Wanted: 1963-65 header bow in good condition. Call or text Dan, 309-241-4823. IL. 180510

1966 Falcon: need the rear wheel moldings, door edge guard moldings, horn ring, dash plastic, single speed wiper. Contact elvissugar@hotmail.com. IL. 180512

WHERE IS MY AD?

Please resubmit your classified ad each month that you would like it to run.

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1961	John Leverance W318 S6658 Schnitzler Rd. Mukwonago, Wisconsin 53149	414-840-8229	leverance5@aol.com
1962	Joe Tatti 2140 Falmouth Terrace Burlington, Ontario L7P 1X9	905-335-2834	jnc21@outlook.com
1963	Jim Simmons 389 CR 214, Eureka Springs, Arkansas	479-981-4445	jim@modestojim.net
	Vic Falcone 3102 East Old State Road Schenectady, New York 12303	518-355-7756	vfalcon64@aol.com
1964	Jerry Kratz 216 Highland Ave. North Wales, Pennsylvania 19454	215-699-2456	kpauto@aol.com
Convertible	James Cole P.O. Box 1858 Dawsonville, Georgia 30534-0033	404-427-8998	no email
Hardtop and Sedan	Richard E. Alyea 817 N. Timber Ave. Bethany, Oklahoma 73008-5726	405-789-6592	no email
1964-65 Station Wagon	Frank Servas P.O. Box 10 Center Valley, Pennsylvania 18034		falcon@hypermips.com
1965	Jim Hatcher 8301 W. 92nd Terrace Overland Park, Kansas 66212	913-381-5679	no email
	Steve Springer 6600 Rotan Dr., Austin, Texas 78749		cspringer@austin.rr.com
1966	Phil Warren 602 N. Harrison, Springhill, Kansas 66083	913-592-3571	Pwrrn@centurylink.net
1967	Paul Coffey 25308 Arroyo Ct., Caldwell, Idaho 83607	208-453-9800	paul@modern driveline.com
1968	Leon Grantham 8108 E. 59th St., Kansas City, Missouri 64129	816-353-3084	no email
	Bob Karpenko 5478 South County Line Rd. Middleport, New York 114105	716-735-7547	greedymite@hotmail.com
1969	Bill Walter 1615 Maple Grove Ave. Dayton, Ohio 45414	937-216-4721	falconbill@woh.rr.com
1970/1970½	Merl Hayn 14942 S. Maple Rd. Argos, Indiana 46501-9525	574-892-6309	shaynfamily@aol.com
1961-67 Econoline/ Club Wagon	Richard E. Alyea 1817 N. Timber Ave. Bethany, Oklahoma 73008-5726	405-789-6592	no email
Tech Editor	Dick Harrington		rharrington2@stny.rr.com

While the overall workmanship on the Sprint is excellent, one area where the prior owner and I disagree is in the heater system. I can appreciate the desire to cut off the flow of hot coolant to the heater box, but I cannot quite wrap my head around the need to use industrial strength shut off valves in the heater hoses.



I have little doubt that Henry Ford himself used similar valves while working at the Edison Illuminating Company in Detroit in the 1890s, but this level of authenticity is a little extreme. Removal and replacement of the heater hoses I found necessary.

THE SPRINT PROJECT

A Series By Jeff Schira



But, rather than just replacing the heater hoses, I decided to remove the entire heater box for inspection and for rebuilding, if necessary.

Upon removal, the heater box itself looked brand new and was extremely clean. The heater core looked new and all of the seals were fresh.

There were, however, a couple of issues that needed to be addressed.



The blower motor/fan was not attached to the heater box and had been installed from under the hood.



The blower motor itself was brand new, but the power wires were bare.



HEATING SYSTEM

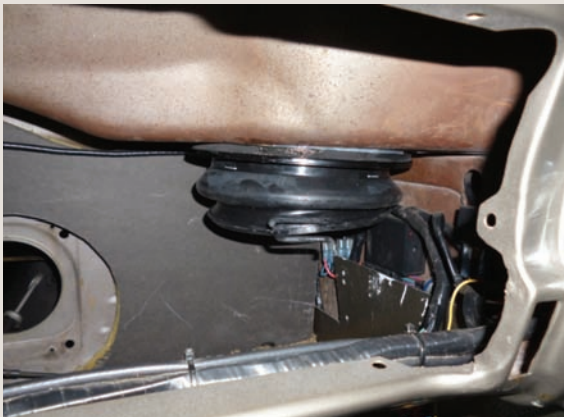
The inlet collar was in pretty rough shape.



After inspecting the interior of the heater box, I reassembled the box (correctly, with the blower attached to the box) and soldered bullet connectors on the power wires.



I also installed a new inlet collar prior to installing the heater box back onto the firewall.



Once the heater box was back on the car, I ran new heater hoses and reconnected the control cables.



Yes, the sharp eyed among you spotted that I ran the heater hoses backward. The line from the water pump is the pressure side and should attach to the lower connector on the heater core. This allows the coolant to flow in from the bottom and push any air upward, helping to make sure that all the air is purged from the core. I woke up at 2:00 AM the next morning and realized my mistake. After a few seconds of deep contemplation, I decided that I was OK with it and went back to sleep.



With the heating system completed, I moved on. Stay tuned for the next project.

—Jeff Schira (FCA #6235)
Mansfield, Texas

SPEEDOMETER ACCURACY

To increase the mph reading, decrease the number of teeth on the plastic speedometer cable drive gear. To decrease the speedometer reading, increase the number of teeth. Ford changes four to five miles per hour for each tooth change. GM changes about two miles per hour for each tooth change.

If the manufacturer does not make the gear you want, you can have a reducer/increaser made at a speedometer shop. This includes calibration. All speedometers made in the USA conform to SAE standards which are at 1000 rpm of the speedometer cable; the speedometer is to indicate 60 mph. Foreign made speedometers do not conform to the 1000 rpm at 60 mph SAE standard.

To test the accuracy of your speedometer, you can use the mile markers on the Interstate, or if you don't trust our government, measure your own 5,280 feet and mark it. Record the time it takes to go through the mile while maintaining one of the following speeds.

SECONDS:	56	58	60	62	64	66	68	70	72	74
MPH:	63	62	61	58	56	55	53	51	50	49

If your speedometer showed 55 and you took 58 seconds to travel the measured mile, then your speedometer has a seven mph error. 58 seconds equates to 62 mph which is seven mph faster than your speedometer indicated. So you'll have to increase the speedometer reading. From the first of this section we know that to increase the speedometer reading, we need to decrease the number of teeth on the speedometer cable drive gear.

Since one tooth equals about four mph, two teeth are as close as we can get. If the existing plastic speedometers drive gear has 20 teeth, then we would have to get an 18 tooth drive gear.

—By Paul Garrigan

Originally printed in *The Desert Flyer*, Newsletter of the Arizona Chapter, FCA Bill Lind, Editor



DID YOU KNOW?

On average, more than 100,000 people a day get a speeding ticket in the United States.

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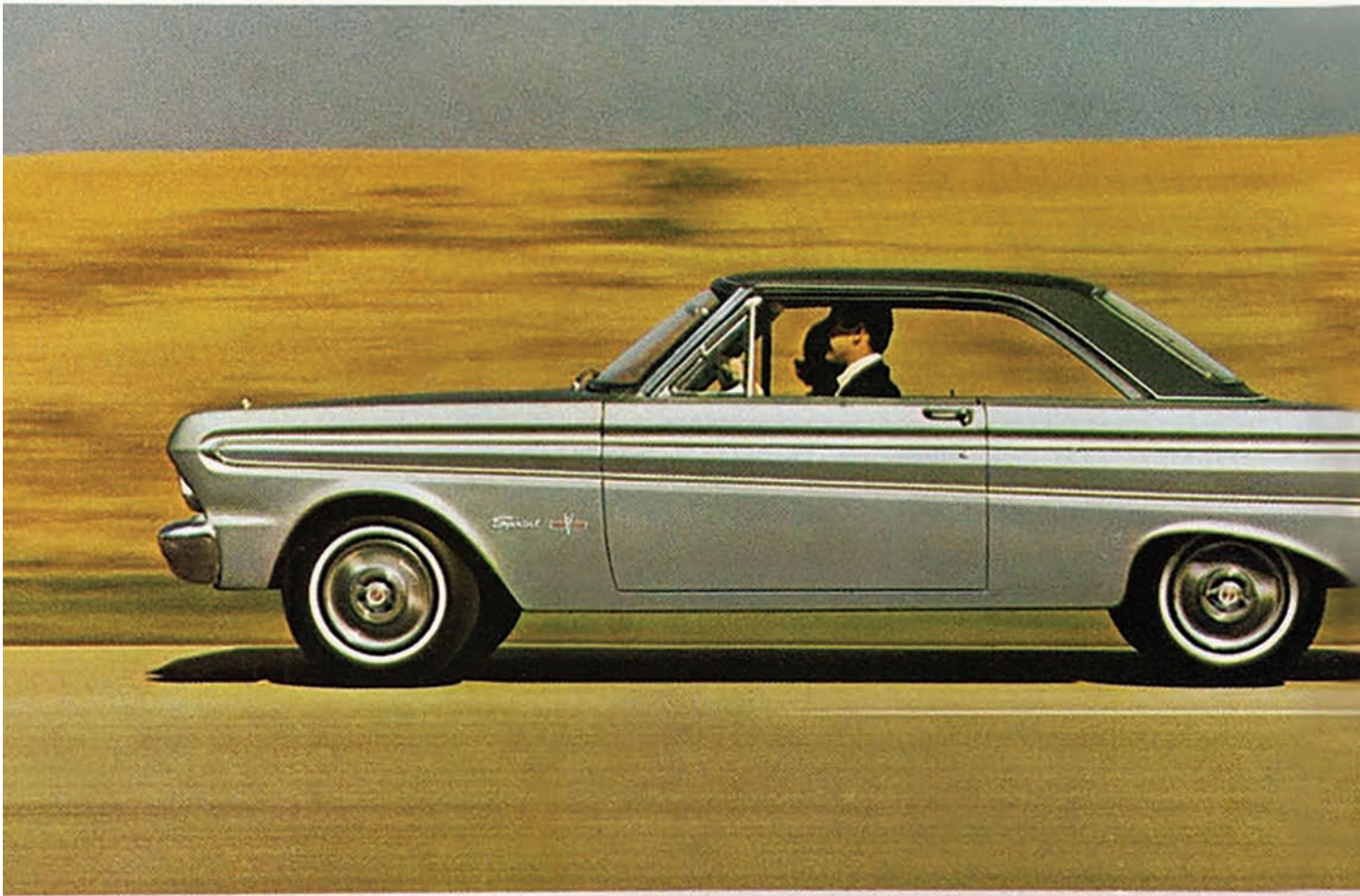
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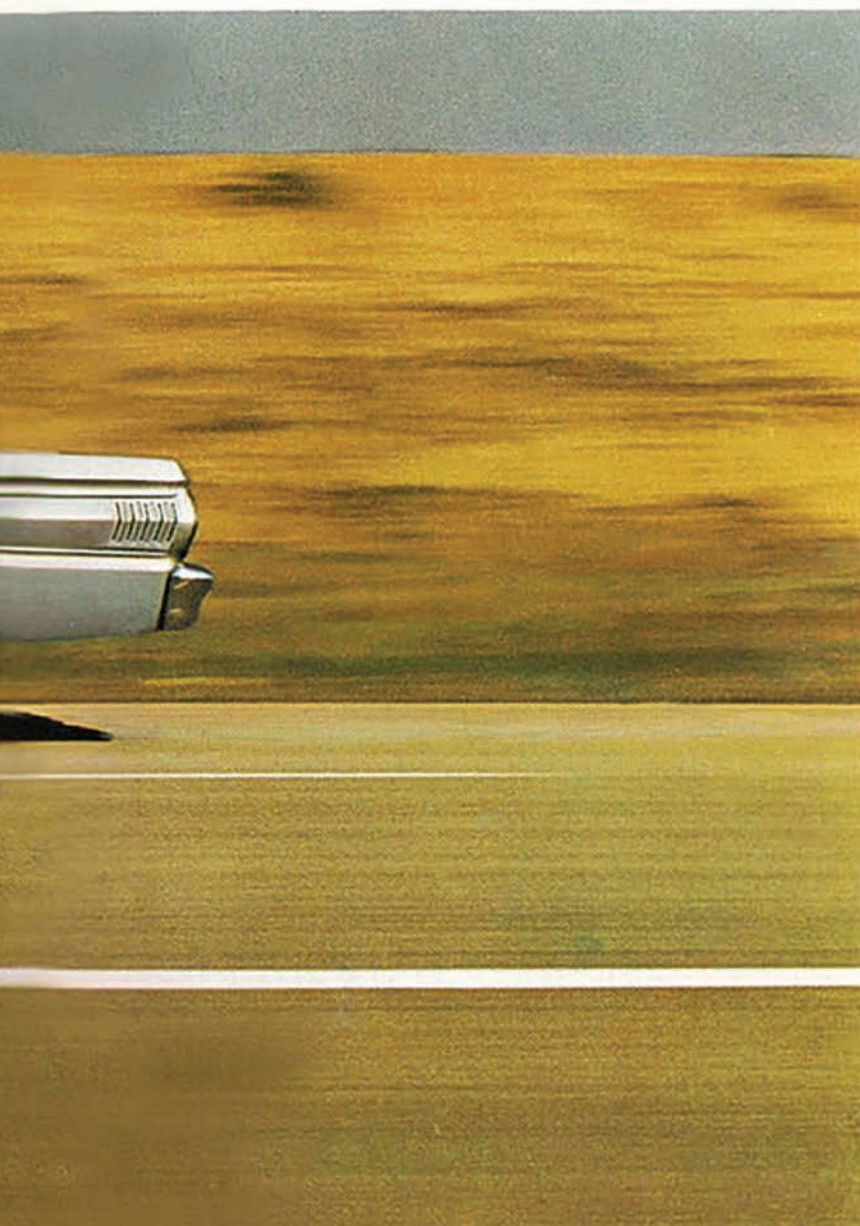


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Phone: 229-686-2470 Fax: 229-686-7125**

*Left: Sprint Convertible
Right: One of four Sprint interiors*



Sprint Hardtop with optional vinyl roof covering



1964 FALCON SPRINT CONVERTIBLE & HARDTOP

Now . . . Sprint flair at a new lower Sprint price! Full-width 3-passenger front seat, sports-type steering wheel, all-vinyl trim, wire-style wheel covers are standard highlights. Sporty options include: bucket front seats, console, tachometer, rocker panel moldings. Standard as always is the lively Sprint 260 V-8, much like the one which helped Falcon capture the Manufacturer's Team Prize in the 4,000-mile Trans-Canada Rally last spring. Falcon roadability (termed "terrific" then by Rally drivers) is even more so now with a new wider rear tread. Underbody torque boxes, plus longer, wider rear springs and front suspension improvements give Falcon a road-leveling ride no compact ever had before. Take your pick: Sprint Hardtop or Convertible. Fully synchro 3-speed (std.) or 4-speed* if you like to shift manually; Fordomatic* if you like everything done for you.

*Optional

STANDARD EQUIPMENT HIGHLIGHTS □ 164-hp Sprint 260 V-8 (chromed engine dressup) □ Synchro-Smooth Drive (fully synchronized 3-spd. man. trans.) □ Wire-Style Wheel Covers □ "Bucket-Styled" Full-Width Seats, Front and Rear □ Color and Upholstery Choices: 12 Colors of Diamond Lustre Enamel, 5 Color-Keyed All-Vinyl Trims □ Sports-Type Steering Wheel, Full Carpeting, Thunderbird "Floating" Mirror, Padded Sun Visors (Convertible) □ Power Top (Convertible) in Black, White, Blue □ Ford's Twice-a-Year (or 6,000-mile) Maintenance Features (back cover). **POPULAR OPTIONS AND ACCESSORIES** □ Bucket Front Seats and Console □ Eye-Level Tachometer □ Bright-Metal Rocker Panel Moldings □ Black or White Vinyl Roof Covering (Hardtop) □ Power Steering □ Power Brakes (with Fordomatic) □ 4-Speed Manual Transmission □ Courtesy Light Group □ Radio □ Padded Instrument Panel □ Seat Belts* □ Heater-Defroster* □ Tonneau Cover (Convertible) □ White Sidewall Tires. **BASIC SPECIFICATIONS** □ Length 181.6" □ Width 71.6" □ Height—Hardtop 53.2", Convert. 53.8" □ Wheelbase 109.5" □ Curb Weight (approx.) —Hardtop 2935 lb., Convert. 3130 lb. □ Trunk Luggage Volume—Hardtop 12.2 cu. ft., Convert. 9.1 cu. ft.

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luva65falconwagon@frontier.com
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See rainierfalcons.com for more info.

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ryan_murphy_1981@yahoo.com
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903-759-6850
For Club information, contact David

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jordanmixon@hotmail.com
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713-703-5110
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Meet second Saturday except June, July, August;
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Meetings TBA

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Meeting info posted on Facebook page.

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18661 Magnolia Estates
Prairieville, LA 70769 • 225-445-4488

North Eastern Region

Regional Director John Howard
3955 Tolbert Rd., Trenton, OH 45067
513-312-8799

ERIE CANAL CHAPTER

AURORA, NEW YORK
Mike Barren
1310 E. Blood Rd., Cowlesville, NY 14037
Meetings TBA

HOOSIER CHAPTER

GREENWOOD, INDIANA
Dan and Jan Brancolini
2112 Wood Stream Dr., Avon, IN 46123
317-374-3580
Meet first Sunday monthly; Edwards Drive-In,
2126 S. Sherman Dr., Indianapolis, 317-418-8301

KEYSTONE CHAPTER

CARLISLE, PENNSYLVANIA
Jeff Wied, 2593 Hill Rd.
Green Lane, PA 18054 • 215-234-8833
Meetings TBA

NORTHEAST CHAPTER

RI, CT, MA, VT, NH, ME
Rick Bowes, 245 S. Main St.
Coventry, RI 02816 • 401-823-1059
Meet third Saturday monthly; check website for
location and time.

OHIO VALLEY CHAPTER

TRENTON, OHIO
John Howard
3955 Tolbert Rd.
Trenton, OH 45067 • 513-312-8799
Meetings TBA

ONTARIO CHAPTER, ONTARIO, CANADA

Al Ingli
44 Farnsworth Dr.
Toronto, Ontario, Canada M9N 2Z7
1-416-580-8234
Meetings TBA

THE WESTERN PENNSYLVANIA CHAPTER PITTSBURGH, PENNSYLVANIA

Bob Smith
421 Shelbourne Dr.
Pittsburgh, PA 15239 • 905-335-2834
Meetings TBA

South Eastern Region

Regional Director Dave Wagner
7111 Wolffever Landing Dr., Harrison, TN
423-243-3525; 65Sprint@baldwinpines.com

CAROLINAS CHAPTER, NORTH CAROLINA

Tony Honeycuff
200 Suburban Ave NE, Concord NC 28025
704-453-0699; Exeasys_98@yahoo.co
Meet monthly. Call for dates and locations.
Call 704-792-2122 or 980-621-1787.

MASON DIXON CHAPTER

CAMDEN, DELAWARE
Patrick Varricchio
4 Kilkea Ct., Nottingham, MD 21236
410-256-2834; steeler306@comcast.net
Meetings TBA

SOUTHEAST CHAPTER, GEORGIA

Ricky Kerbow (January-June)
166 Crowell Rd. SE, Conyers, GA 30094
770-560-3964; mkkerbow@bellsouth.net
Bobby Chester (July-December)
2617 Camp Wahsega Road
Dahlonega, GA 30533
678-878-5016; twosprints@gmail.com
Meet first Sunday bi-monthly; call for details.

SUNCOAST CHAPTER, FLORIDA

Bill Shira, 433 Sandestin Dr.,
Winter Haven, FL 33884-1318
863-206-1990; shirawd@aol.com
Meet monthly. Call for details.

STAR CITY CHAPTER, VIRGINIA

Lynn Wilkerson
237 Foxfire, Cloverdale, VA 24077
540-793-4442; vwilkerson888@aol.com
Meetings TBA

TENNESSEE VALLEY FALCONS CHAPTER

Wayne Rollins
5542 Evergreen Farms Lane
Greenback, TN 37742
865- 856-3030
wrjr57@comcast.net; wrjr57@comcast.net
Meet monthly April-November; call for details

VIRGINIA FALCONS CHAPTER

MIDLOTHIAN, VIRGINIA
Terry Critser
1212 Outspring Road
Chesapeake, VA 23322
757-646-3222; 62bluefalcon@cox.net
Meet second Sunday of March, June, September,
December. See website for locations.

MEET OUR BOARD

Meet Falcon Club of America Board Member

Cris Bowes

(FCA #4269)

Coventry, Rhode Island

The questions and answers are provided courtesy of *The Falcon Times*, the Official Newsletter of the Northeast Chapter, Karen and Lauren Gabel, Editors



Q&A WITH CRIS BOWES, FCA BOARD MEMBER

Q. How long have you been a member of the FCA?

A. 31 years

Q. How long have you been a member of the Northeast Chapter? **A.** Same as the National club, 31 years

Q. Current Falcon? **A.** 1963 Sprint Convertible

Q. How many Falcons have you owned over your lifetime? **A.** Three

Q. Body Style Preference? **A.** Round

Q. Stock or Modified? **A.** Stock

Q. What is the longest distance you have driven your Falcon? Where did you go? **A.** 8,000+ miles to California and back

Q. Do you own any other classic cars besides your Falcon? **A.** Yes, three Falcons, 1941 Ford Pickup, Mustang Convertible, Fastback and Coupe

Q. Do you have any other hobbies besides your Falcon? **A.** Yes, Sewing, Crochet, Travel

Q. Any other details you would like to include in your "Member Spotlight" about yourself?
A. We love getting up in the morning and saying, "Where are we driving to today?"

Q. And finally...what made you choose a Falcon?
A. My first car was a 1962 Falcon. I liked the look of the convertible; it's a pretty car.



Falcon Club of America 39th Annual National Meet Wichita, Kansas July 18-21, 2018

The 2018 Falcon Club of America Annual National Meet will be held July 18-21, 2018 at the beautiful and spacious Wichita Marriott, in Wichita, Kansas.

The hotel is located in the heart of East Wichita, close to a wide variety of the city's biggest attractions. The hotel hosts an indoor and outdoor pool and whirlpool, fitness center, full service restaurant, and an award-winning steakhouse—Fireside Grill, which is open for dinner. Additional activities can be found within a few miles—multiple restaurants, biking and hiking trails.

Rooms at the hotel are \$115 single / double, plus tax. Room rates include complimentary breakfast, Wi-Fi, and parking. Amenities include a mini fridge, iron and ironing board, alarm clock, hair dryer, and coffee / tea maker.

Cut-off dates for these rates is July 3, 2018. Please contact hotel reservations at 316-651-0333 to reserve a room and let them know you are with the Falcon Club of America.



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FUN FACTS ABOUT THE STATE OF KANSAS

- Smith County is the geographical center of the 48 contiguous states.
- A ball of twine in Cawker City measures over 38 feet in circumference and weighs more than 16,750 pounds and is still growing.
- Amelia Earhart, first woman granted a pilot's license by the National Aeronautics Associate and first woman to fly solo across the Atlantic Ocean was from Atchison.
- A grain elevator in Hutchinson is one-half mile long and holds 46 million bushels in its 1,000 bins.
- Dwight D. Eisenhower from Abilene was the 34th President of the United States.
- South of Ashland the Rock Island Bridge is the longest railroad bridge of its kind. It measures 1,200 feet long and is 100 feet above the Cimarron River.
- Dodge City is the windiest city in the United States.
- Silent comedian Buster Keaton, of early film success, was from Piqua, Kansas.
- At one time it was against the law to serve ice cream on cherry pie in Kansas.
- The first woman mayor in the United States was Susan Madora Salter. She was elected to office in Argonia in 1887.
- The first black woman to win an Academy Award was Kansan Hattie McDaniel, who won the award for her role in "Gone with the Wind."
- Kansas inventors include Almon Stowger of El Dorado who invented the dial telephone in 1889; William Purvis and Charles Wilson of Goodland who invented the helicopter in 1909; and Omar Knedlik of Coffeyville who invented the first frozen carbonated drink machine in 1961.
- Wyatt Earp, James Butler "Wild Bill" Hickok and William B. "Bat" Masterson were three of the legendary lawmen who kept the peace in rowdy frontier towns like Abilene, Dodge City, Ellsworth, Hays, and Wichita.
- The Arkansas River may be the only river whose pronunciation changes as it crosses state lines. In Kansas, it is called the Arkansas (ahr-KAN-zuhs). On both sides of Kansas (Colorado and Oklahoma), it is called the Arkansaw.

—50states.com

HOW TO ADVERTISE IN



GENERAL CLASSIFIED ADVERTISING INFORMATION

When submitting your ad, include your name, location and FCA number. Please try to limit your ad to 50 words. Ads may be edited.

Ads will run for minimum of two months. After initial placement, ads must be resubmitted monthly. No phone calls or faxes are accepted for ads. Ads must be received by the 20th of the month, two months before publication month (For example, May 20 is the deadline for the July issue).

FCA members receive two free ads per issue with one free photo for inclusion in "Cars for Sale" section. Your Falcon number must be included to be eligible for your free ad. Additional ads are \$10 each or \$20 with your photo included.

Non-FCA members ads are \$10 each or \$20 with photo. Payment must accompany your ad.

AD CONTENT

Please include the following for FALCONS FOR SALE ads:

Vehicle description: year, model, body type, paint color, engine type, transmission, condition, special options, mileage and what may be unique about your vehicle.

Asking price: Examples: \$8,500; \$3,600 OBO

Contact information: Your name, email address and /or phone number (913-555-5555) and your two digit state code (Example: Michigan = MI).

For PARTS FOR SALE ads, please include description of item, asking price, and contact information as above.

MEMBER BUSINESS CARD PAGE INFORMATION

Individual rate: \$120 per year; Business rate: \$150 per year. Payable annually. Use your own artwork or we can scan your business card to fit. Ad size is 2.4125 inches x 1.3785 inches. Send artwork to fca.editor@yahoo.com.

PAYMENT FOR ADVERTISING

Checks should be made payable to the Falcon Club of America.

Send ads and photos by email to fca.editor@yahoo.com.

Ads and photos sent by mail and payments may be sent to: Janet Wilkerson, FCA Editor
22806 Bradford Ln. Ct., Blue Springs, MO 64015

Falcon Club of America is not responsible for errors. An error will be corrected in the next issue, as requested. The FCA reserves the right to refuse advertising from any person or business.

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